

## Message Text

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47

ACTION EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOT-00 INR-11 NSAE-00 RSC-01 FAA-00 SS-20 NSC-07 L-03

H-03 PA-04 PRS-01 USIA-15 EPA-04 SCI-06 IO-14 DRC-01

/136 W

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R 022240Z AUG 74

FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC 4159

INFO AMCONSUL MONTREAL

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E.O. 11652: N/A

TAGS: EAIR, IATA, XX

SUBJECT: CIVAIR: IATA AIDE MEMOIRE

MONTREAL FOR US REP ICAO

REF: STATE 159141

1. IATA OVERTURE DISCUSSED AUGUST 1 WITH W.M. MCLEISH, DIRECTOR GENERAL, CIVIL AERONAUTICS, MINISTRY OF TRANSPORT (MOT) WHO INDICATED GOC HAD RECENTLY RECEIVED LETTER FROM IATA DEALING PRIMARILY WITH NOISE QUESTIONS AND COUCHED MORE IN TERMS OF US APPROACH (NPRM 74-14) THAN CANADIAN ONE. LATTER IS IN ADVANCED STAGE OF PREPARATION AND IS TO BE CIRCULATED TO INTERESTED PARTIES THIS FALL.

2. CANADIAN NOISE REGULATIONS WILL NOT REQUIRE RETRO-FITTING OF ENGINES ON ALL AIRCRAFT, ONLY ON THOSE WHICH WILL BE OPERATED AT SOME NINE OR TEN NOISE SENSITIVE AIRPORTS, LARGELY NEAR US BORDER. THIS CATEGORY WILL NOT INCLUDE NEW MONTREAL AIRPORT AT MIRABEL OR MOST

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OPERATIONS AT CALGARY AND EDMONTON. THUS, SOME

REGIONAL AIRLINES OPERATING PRIMARILY NORTH-SOUTH FROM SUCH POINTS MAY BE SPARED EXPENSE OF CONVERSION SO FAR AS THEIR DOMESTIC OPERATIONS ARE CONCERNED. STANDARD WILL BE THAT RECOMMENDED BY ICAO RATHER THAN THAT PROPOSED BY USG AND TIME FRAME ENVISAGED IS 1980 VIS-A-VIS US OBJECTIVE OF 1978. MCLEISH EXPECTS SLIPPAGE IN US OBJECTIVE AS IT IS HIS VIEW THAT CARRIERS, BOTH US AND CANADIAN, WILL REQUIRE FIVE YEARS MEET OBJECTIVES IN THIS AREA. HOWEVER, SHOULD US PROPOSAL BECOME EFFECTIVE WITH 1978 DATE BOTH AIR CANADA AND CP AIR. HE FELT, CAN MEET IT WITH SOME GRUMBLING ON THEIR PART. REGIONAL AIRLINES MAY HAVE REAL PROBLEMS BUT HIS OFFICE HAS ADVISED THEM THAT THEY WILL HAVE NO CHOICE BUT TO MEET US REQUIREMENTS IF THEY ARE TO CONTINUE OPERATIONS IN US (ESPECIALLY CHARTER FLIGHTS).

3. ENGINE EMISSION STANDARDS (SFAR-27), MCLEISH INDICATED, ARE NO PROBLEM SO FAR AS CANADA IS CONCERNED. ALL CANADIAN CARRIERS WITH SUCH ENGINES HAVE COMPLETED VOLUNTARY PROGRAM SIMILAR TO THAT UNDERTAKEN BY US CARRIERS.

4. SECURITY PROGRAM IS NOT A REAL PROBLEM EITHER, AND HAS NOT BEEN SUBJECT OF AN IATA DEMARCHE. GOC LEGISLATION GIVES MOT CLEAR RIGHT IMPOSE REQUIREMENTS ON FOREIGN AIR CARRIERS WHO CAN UNDERTAKE PASSENGER AND BAGGAGE INSPECTIONS THEMSELVES OR HAVE THEM DONE FOR THEIR PASSENGERS BY AIRPORT AUTHORITIES AT CARRIER EXPENSE. STANDARDS EMPLOYED ARE SAME AS THOSE GOVERNING CANADIAN AIRLINES. FULL COOPERATION CURRENTLY BEING RECEIVED FROM ALL FOREIGN CARRIERS SERVING CANADA, BUT THERE WAS A BIT OF FOOT DRAGGING UNTIL RECENTLY BY AIR FRANCE. IN SUBSEQUENT CONVERSATION WITH S.T. GRANT, EXECUTIVE OFFICER, CIVIL AVIATION SECURITY, MOT, TCO LEARNED THAT CONSIDERATION IS NOW BEING GIVEN TO ESTABLISHMENT OF ARRIVAL INSPECTION PROGRAM BECAUSE OF CONCERN THAT CERTAIN FOREIGN CARRIERS (NOTABLY IBERIA) ARE NOT UNDERTAKING ADEQUATE MEASURES PRIOR TO DEPARTURE LIMITED OFFICIAL USE

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OF AIRCRAFT FOR CANADA.

5. AIR TRANSPORT ASSOCIATION OF CANADA OFFICIAL HAS ADVISED EFFORTS UNDERWAY TO ORGANIZE CANADIAN CARRIERS TO COMMENT JOINTLY TO FAA ON NPRM 74-14 AND OTHER COSTLY TECHNICAL PROPOSALS WHICH MAY BE MADE IN FUTURE.  
PORTER

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## Message Attributes

**Automatic Decaptioning:** X  
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**Channel Indicators:** n/a  
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